

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

Property Name: Log Cabin Inventory Number: M: 17-32  
Address: W. Offutt Road Historic district: yes ☒ no  
City: Poolesville Zip Code: 20873 County: Montgomery  
USGS Quadrangle(s): Sterling  
Property Owner: Winchester Homes Tax Account ID Number: 01845723  
Tax Map Parcel Number(s): 110 Tax Map Number: BS51  
Project: Stoney Springs Development Agency: COE  
Agency Prepared By: ATC  
Preparer's Name: William Lebovich Date Prepared: 6/21/2006  
Documentation is presented in: \_\_\_\_\_  
Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended ☒ Eligibility not recommended  
Criteria: A B C D Considerations: A B C D E F G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes  
Site visit by MHT Staff yes no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The log cabin is located on the north side of West Offutt Rd, slightly northwest of where West Offutt Road and Nebo Road intersect. Although it is less than 200 feet from the road it is largely invisible from the road due to the thick tree growth. The approximately 12 foot wide gable end of the structure faces the road and the structure is approximately 20 feet deep, with the entrance on the gable end facing south towards the road. The only other openings are the two windows each on the east and west sides. Therefore, the two rooms are each illuminated by an east and west wall window. The east-west wall dividing the interior has openings for the flue running up the brick chimney. It appears that a free-standing stove stood in each room. The gable roof is covered in metal roofing as is the north end gable. The south end gable is sheathed in wooden boards. The attic above the ceiling is accessible from a hatch in the northeast corner of the front room. This room's floor is dirt with thin wooden sheathing covering most of the floor, supported a few inches above the floor. The floor of the rear room is compressed dirt with some cement probably added. The walls of the two rooms are a combination of sheathing and vertical boards.

The log cabin sits on a foundation of loose Seneca stone, which is missing in several sections. The front door sill and around the sill have been rebuilt with concrete and concrete has also been added in other sections of the foundation. It is assumed that the concrete sill replaced a wooden one destroyed by termites and that the concrete was added in other places in the foundation to keep

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒  
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MHT Comments: severe deterioration has compromised integrity.

Jonathan Sage  
Reviewer, Office of Preservation Services

Bluntz  
Reviewer, National Register Program

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the stones in place.

The cabin was constructed of logs, often with v notches, but the lower courses of logs are largely missing and large areas of chinking are missing, exposing stone and other materials used as infill. Almost all of the remaining logs appear extremely damaged by termites, other insects, and water. In several sections attempts were made to fill holes in chinking as well as in logs with concrete.

The structure was stabilized in the winter of 2006 according to general stabilization specifications prepared by Bill Lebovich, with input from Marc Fetterman, AIA and Bryan Blondell, a wooden structures conservator. Blondell, in consultation with structural engineer Robert Sillman, then carried out the stabilization and treatment of the exterior with termite repellent and the interior with a fire retardant. A five foot clearing was created around the structure and a chain-link fence erected. That fence is locked and there has been no incidences of vandalism.

The stabilization, required by M-NCPPC, is intended as a temporary measure, for approximately 5 years, when new owners can decide what to do with the structure.

Prior to stabilization, which in essence meant buttressing the walls, the log cabin seemed to be standing because the unsupported log walls were held in place by their connection to the thin vertical sticks between the logs and the interior walls of sheeting.

~~M:17-32~~

~~Log Cabin~~

~~Continuation Sheet (page 2)~~

Michael Dwyer, the former M-NCPPC historian and Bryan Blondell suspected that the log cabin was a school because of its gable end orientation to the road, the entrance in the gable end, and the two-room configuration. But, a review of the various histories on schools in Poolesville does not mention this building.

It seems more likely that this building was erected in the late 19th century or perhaps even the early 20th century as a tenant house for either the Viers farm south of the log structure or the Williams farm north of the structure. Neither it nor Offutt Road appear on the 1870s map of the area so it is mostly likely late 19th or early 20th century as Dwyer wrote in his very brief 1973 write-up. He also felt that the classical revival boxed cornice suggested the late 19th/ early 20th century date.

This log cabin is not mentioned in any archival records, including maps, and it is impossible to date it by census records as they are too vague as to location of families.

As elaborated in Dr. Philip Hill's historical context for Stony Spring, which is reproduced verbatim below (except for the exclusion of the archeological context and resources which is included in his archeological report submitted to Maryland Historic Trust), this area of Montgomery County has a long history of agriculture and the log cabin needs to be analyzed in that context as well as an architectural context. As a late example of a tenant house on a farm, the log cabin seems to lack adequate importance or representational qualities to be eligible under criterion A concerning events or trends. As an example of vernacular architecture for consideration under criterion C, the structure again seems to lack adequate importance or to reflect construction technology in any important degree.

The lack of significance is further compounded by the structure's obvious and serious structural condition. So much fabric has been destroyed so as to undermine the resource's ability to convey the structural system and the structure's original appearance.

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In comparison with the other log structures in the town of Poolesville and the nearby farms, this structure lacks the architectural clarity and significance, significant historical associations, and integrity that these other structures listed in the Maryland Historic Trust inventory have.

As the log cabin lacks significance and integrity, it is recommended that the property be determined ineligible.

### 3.3.1 General History of Montgomery County

**Contact and Early Settlement (1608 -1700)** The first European known to have visited the land now comprising Montgomery County was Captain John Smith, who sailed an exploratory mission up the Potomac in 1608. During the expedition, Smith encountered two Native American tribes in the area. Much of Southern Maryland was occupied by a loosely affiliated group called the Piscataway. The principal Piscataway settlement was located along Piscataway Creek in present -day Prince George's County. The second group he encountered was the Susquehannock. The Susquehannock inhabited the northern part of present-day Montgomery County and were frequently in conflict with the Piscataway over territorial hunting grounds. Smith's mission was only to explore the Chesapeake, and although numerous English traders visited the area following his expedition, several years passed before white settlers arrived and actually settled Maryland (M-NCPPC 1992:49).

European settlement of Maryland began in 1634, when the first group of 140 colonists landed near the Potomac River. The settlers, led by Governor Leonard Calvert, established relations with the Piscataway. Hoping the English would become an ally against the Susquehannock, the Piscataway sold an established village to the settlers. They had previously abandon the area because of continuous Susquehannock raids, and such gave rise to St. Mary's City (Virta 1998). St. Mary's City flourished as more settlers arrived from the British Isles and France. Within 30 years of the founding of St. Mary's City, plantations and farms lined the Patuxent and Potomac rivers (MNCPPC 1992).

The future Frederick, Montgomery, and Prince George's counties were initially part of Calvert County, which was established in 1654. In 1696, Prince George's County was formed. This new county extended from the present-day Charles County line north to the Pennsylvania border and was bounded on the east by Baltimore County and encompassed portions of present-day Frederick and Montgomery counties. At first, European settlers shared their territory with the Piscataway, who retreated to areas along Piscataway Creek. Although they coexisted peacefully with the white settlers, Piscataway hunting was consistently curtailed by European enforcement of property rights. By 1697, most Piscataway had moved north to Pennsylvania. Indian raids were a constant source of trouble for European settlers living along Rock Creek and the Anacostia and Patuxent rivers. Although provincial patrols were created to protect these early settlers, Indian raiding soon subsided as more settlers moved into these frontier lands (Virta 1998).

☐ **Rural Agricultural Intensification (1700 - 1800)** ☐ The soils in much of present-day Montgomery County were suitable for tobacco growing. In fact, the rapid settlement of the county can be attributed to the successful cultivation of this commodity. Both wealthy planters and small farmers cultivated tobacco, and the provincial economy was entirely dependant on its harvest. Tobacco itself became a currency, measured in pounds and used as payment for taxes and other debt (Virta 1998). Although attempts were made to establish mills on the waterways and iron mines along the upper Patuxent, the county remained predominantly agricultural throughout the eighteenth century (M-NCPPC 1992).

The Maryland Proprietors began granting land in northwestern Prince George's County, i.e., present-day Montgomery County, in 1688. A small number of tracts were granted between 1688 and 1715, but the bulk of land grants occurred in the years following 1715. Despite this trend, there were no public roads west of Rock Creek, even by 1720 (MacMaster and Hiebert 1976). Because of the lack of navigable waterway and access to tobacco markets, the areas lying to the north and west of Great Falls were less

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appealing to settlers than Anne Arundel and southern Prince George's counties. Grants in this region were given primarily to wealthy tobacco merchants and traders who could afford huge, uncleared tracts and had sufficient income from other ventures. Some of these owners subdivided and leased their frontier property in order to get land cleared and earn a profit from tenant income (MacMaster and Hiebert 1976).

Port towns quickly developed in southern Prince George's County, along its various waterways, yet such population centers in what was later to become Montgomery County arose much more slowly. Old Indian trails became the first crude roads to and from the frontier, and some small settlements were founded where these byways intersected (Ballweber 1994). Immigration was encouraged in the early 1730s (MacMaster and Hiebert 1976). German and Swiss settlers, as well as others from the Mid-Atlantic colonies of New York, New Jersey and Pennsylvania, arrived in great numbers to the area.

By the 1730s, widespread grain cultivation begun in the inland areas of present-day Montgomery County. To process the grain, mills were built along inland waterways. The first gristmill erected in present-day Montgomery County was constructed by James Brooke along Hawlings River in 1737 (Ballweber 1994). Joseph Snowden began operating an ironworks along the Patuxent by 1733 and Joseph Elgar and others had constructed mills by the 1770s (Ballweber 1994; Sween and Offutt 1999).

Just over a month after the Declaration of Independence was signed, the Maryland Constitutional Convention divided Frederick County into three smaller counties, i.e., Frederick, Montgomery, and Washington. Montgomery County contained 14,418 citizens at its inception, and 10,000 of that number were white and the rest black (Sween and Offutt 1999). The new county had eleven (11) hundreds at its founding, all of which had been transferred from Frederick County (MacMaster and Hiebert 1976).

Population in Montgomery County declined following the Revolutionary War. The long years of tobacco planting had depleted the soil. Those planters who harvested a successful crop were faced with low crop prices. As a result, many planters moved elsewhere. Population in Montgomery County further declined in 1790, when the State of Maryland ceded a portion of the county to the United States government for the establishment of Washington D.C. (Sween and Offutt 1999).

**Agricultural-Industrialism (1800 -1870)** The depletion of farmable soils in Montgomery County became a crisis in the early 1800s. As the quality of the soils declined, farmers opted to give up and abandoned their farms for fresh lands elsewhere. The world tobacco market declined during the period of time, i.e., from 1794 to 1815, and the inland areas of the county were also hurt by the lack of good access to markets (MacMaster and Hiebert 1976). By 1800, Thomas Moore and other members of the Quaker farming community at Sandy Spring began experimenting with new fertilizers, diversification of crops, deeper plowing, and crop rotation. They formed the Sandy Spring Farmers' Society in 1799 to disseminate their findings and educate other farmers on how to reclaim the soils. They later proposed and founded a National Agricultural Society to help those in other states and counties. Maryland county agricultural boards were established by the Assembly in 1808, and a statewide agricultural society was founded in 1818, which focused on the breeding of livestock (MacMaster and Hiebert 1976). In Montgomery County, wheat virtually replaced tobacco as the primary crop by 1850 (Ballweber 1994). Corn was also grown, and some farmers raised herds of cattle, sheep, and hogs for market (MacMaster and Hiebert 1976).

Road conditions in the early 1800s had not improved much from the earlier century, and the lack of maintained roads hindered the efforts of inland farmers to get their products to market. In Montgomery County, the Washington Turnpike Company struggled for years to complete a turnpike extending from Frederick to Georgetown (now Old Georgetown Road and Rockville Pike). The road was not finished until 1828. In the meantime, the Brooke-Georgetown Pike was built and charters were granted to build Colesville Road and several other roads. In 1849, the Brookeville and Washington Turnpike Company improved the old Brookeville and Washington Turnpike and created new branches to Sandy Spring and Ashton. The main portion of this road was later known as Seventh Street Turnpike (present-day Georgia Avenue). (See MacMaster and Hiebert 1976.) One result of the new roads was to

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open up routes from the county to Baltimore, which gave Baltimore's thriving port an advantage over Georgetown.

Montgomery County remained almost entirely rural throughout the Civil War period. The lack of a railroad line and dependence on roads for transportation, commerce, and communication led to the development of numerous small crossroads villages during the first half of the nineteenth

century. Some of these villages included the settlements of Mechanicsville (present-day Olney) and Colesville in the easternmost part of the county (Sween and Offutt 1999). Schools, churches, post offices, and stores formed the hub of many of these small communities, and sometimes also featured blacksmiths and wheelwrights, as well as sawmills, gristmills or taverns.

☐ Industrial Decline (1870 -1930) ☐ Montgomery County changed drastically in the years after the Civil War. The elimination of slavery led to the establishment and growth of centralized black communities, populated by former slaves who now farmed and worked in industry. Those who farmed worked their own land or worked as sharecroppers or tenant farmers. Some black communities grew up near established industrial sites. All were grouped around places of worship. A significant number of blacks left the countryside in search of employment, moving into Washington or migrating elsewhere (M-NCPPC 1992).

Despite the newfound freedom for black residents, the elimination of slavery also had a dramatic effect on Montgomery County's economy. The labor shortage on the farms resulted in low yields and the subdivision of many large parcels into smaller farms. Although many large plantations remained, the emergence of smaller farms, with some owned by blacks, represented a major change (Spero et al. 1996). Montgomery County, which had diversified its crops to a greater extent before the Civil War, had become a major producer of wheat by 1880. By that time, farmers had reaped the benefits from the newfound availability of lime fertilizer.

Although the idea of a railroad cutting through Montgomery County from Georgetown to the B&O line at Frederick was discussed as early as 1853, the Civil War put a stop to the plan (Spero et al. 1996). Plans were revived in the years after the war, however, and changes were made so that the line would run from Washington through Rockville and link up with the B&O line at Point of Rocks when it was completed in 1873. The new line opened up the Potomac markets to inland farmers for the first time, and numerous small stations were established to serve passengers and cargo traveling to and from the city (Spero et al. 1996). The greater availability of fertilizers and diversification into dairy and truck farming brought increased prosperity to Montgomery County.

Local developers soon saw the potential for creating new communities along the rail lines.

Washington's burgeoning economy and the increased frequency of rail service now made it possible for people to live in Montgomery County and work in the city. Small communities soon sprung up around railroad stations and mushroomed into suburban towns in the 1870s, 1880s, and 1890s. Commuter culture shaped the development of Montgomery County after 1900. Rail lines, suburban street cars, and eventually the automobile and highways combined to create the foundations of present-day suburbs and to push bedroom communities further into the countryside. By the 1920s, suburbs were no longer exclusively residential, but had become self-sustaining communities with shops, services, and community buildings (Spero et al 1996).

Modern Period (1930 - Present) In Montgomery County, increased suburbanization and new land use led to a nearly 50 percent decrease in the number of county farms between 1920 and 1959 (Spero et al. 1996). Federal facilities were also established in the county during this period.

In 1937, the David Taylor Model Basin, i.e., the present-day Naval Ship Research and Development Center, was created at Carderock. The National Institute of Health and the Bethesda Naval Hospital were established in 1938 and 1942, respectively,

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along Wisconsin Avenue and the Naval Ordnance Laboratory moved to the White Oak area of Silver Spring in 1948. In addition, Montgomery was the first county in Maryland to establish a community college, i.e., Montgomery College which was founded in 1946 (MacMaster and Hiebert 1976). This community college now has multiple campuses.

Road improvements gained increasing importance as automobiles became more affordable and began to proliferate. Thus, roads were built and improved in greater numbers from the World War I era onward. After 1930, automobiles eclipsed public transit as the favorite commuting option, and most of the suburban streetcar lines ceased operations in the 1930s. The Capital Beltway (I-495) was constructed in the early 1960s, providing a convenient link between the suburbs surrounding Washington, D.C. In its early days, the Beltway marked the line between suburban and rural parts of the county, but suburban creep continued beyond the highway in the later years (Virta 1998).

The last years of the twentieth century saw increased economic growth and diversity. Businesses, like home buyers, were attracted by the benefits of Montgomery County and established additional office parks, shopping centers, and other commercial locations. Although some residents saw increased business and residential development as problematic, the county was considered by most to be a prosperous, diverse, and vibrant area to live and work (Virta 1998).

### 3.3.2 Detailed History of the Stoney Springs Property and Vicinity

The Stoney Springs property study area was primarily used as agricultural land over the past two hundred years. The property was originally part of several land grants awarded in the 18th century. During the 19th century, the property was acquired by several different families. The general area containing the property was possibly occupied during the Civil War and may have served as a troop encampment area.

The town of Poolesville itself lies about 3 miles north and east of the study area and was first occupied in 1783. The study area also sits close to Edwards's Ferry, which lies about 3 miles to the south. Conrad's (White's) Ferry is only a short distance away. The nearby canal was opened in 1841, indicating that the residents of the Stoney Springs area had access to a good transportation network. In fact, the Stoney Springs property value may have increased with the opening of the canal.

The names of many of the mid-nineteenth-century residents of the Stoney Springs property are still attached to the properties. For example, the remnants of the Martin Fisher farm, including outbuildings, is currently surrounded by segments of the study area. Lying to the north of the study area is the R. W. Williams property. Noteworthy is the fact that many of the historic structures in the area are partially constructed with Seneca sandstone. The quarry associated with this material is known to lie approximately 10 miles to the southeast. The R. W. Williams house was built of this material, as were two of the dwelling remains on the property. According to traditional thought, the sandstone was left over after the construction of Lock 25 at the C & O Canal.

The history of the Stoney Springs property began with a number of land grants. Among those on the list were lands granted to Robert Peter for over 2,000 acres of land called "Corn Basket," in 1792, "Brandy" in 1772, and "Double Distilled Brandy" in 1792. Other property owners whose land later becomes part of Stoney Springs included Joshua Hickman with 179 acres called "Bersheba" in 1752, Arthur Hickman's with 51 acres called "Stoney Spring" in 1759, Alexander Whitaker's "Mount Pleasant" in 1797, Basil Crampton's 100 acres of "Crampton's Delight" in 1743, and 1 acre of land patented by Pewter Bonie (or Bowie) in 1812 and referred to as "Dear Bought." These may not be all the patents held on the property. Alexander Whitaker's 591-acre "Mount Pleasant" patent for example was created from nine or ten parcels ranging in size from 30 to 200 acres. The owners mentioned above continued to buy and sell land in the vicinity of the study area for many years, although they probably did not all actually occupy the land.

### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

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The three principal land owners or families connected with the study area are the Fishers, Vierses, and Metzgers. These families began purchasing land in the 1820s and continued to acquire, sell, and build on the land throughout the 1800s. Other owning land in the immediate vicinity and depicted on nineteenth-century maps included the Williams, White, Pyle (or Pile), Aud, Bonie (also Bowie), Connely and Jarboe families. The Viers and Fisher families were listed on the 1840 and 1850 census. The head of the Fisher family was 42-year-old Eliza, who worked the land with her 18-year-old son Martin. In 1853, William Seneca Viers purchased two fields of wheat from Eliza Fisher for \$85.00. There were several branches of the Viers family in the area in 1850, but the member whose property overlapped with the study area was 36-year-old Jesse Viers and his wife Sophia and their 9 children. Their family included 12-year-old William S. Viers, who would later own the property. The 1850 census does not mention either the Connely or Jarboe families, although both appeared on a historic map close to that time period. The property was shortly thereafter purchased by Charles Metzger. Census records of that time listed the heads of these families as having farming-related occupations. Based on tax assessment records, these mid-nineteenth-century families were also slave owners.

The biggest event to affect the families living in the vicinity of the study area during the mid-nineteenth century was, of course, the Civil War. Poolesville was a significant outpost for the Union Army during that time. It was situated near both Edwards and Conrad's (White's) ferries and was only 30 miles from Washington. Many troops were stationed there during the course of the war, and numerous buildings served as headquarters for a number of the Union leaders, including Pope, McClellan, Mead and Baker. The 14th New Hampshire and the 39th Massachusetts Infantries were apparently encamped on the R. W. Williams property, just 3/4 of a mile north of the study area. It is quite likely that other farms, such as Stoney Springs, were used for similar purposes during the war. Interestingly, a number of Poolesville residents chose to fight on the side of the Confederacy during the War. A list of Maryland residents who had "gone South" included members of the White, Viers, Chiswell and Piles families. These southern sympathizers were mostly men in their 20s and 30s. Of course many men in the area joined with the Union as well, including at least one member of the Williams family and a member of the White family. A map made by a member of the Army of Northern Virginia in 1864 shows the locations of three houses in the vicinity drawn in a semi circle from Edwards Ferry Road to River Road (see Figure 3-1). Two are labeled White and one Williams. (Note: Spying on the troop movements in Poolesville was a regular occupation by the families of those men who had "gone South," and there are many reports of the creative ways messages were conveyed, including the use of fireworks.

Following the Civil War, the vicinity of Stoney Springs remained very much the same.

Agriculture continued to dominate the local economy. The farms overlapping the study area continued to be owned by the same families, with some property switching hands through inheritance or purchase, thereby increasing the size of land holdings. The 1870 census records indicated that for the first time there were "black" farm laborers. They may have been working there in the 1860s, but would not have been listed because they were not "free blacks." The land continued to be actively traded during the late nineteenth century. Tracking the ownership of the land was a complex task because the parcels were frequently conveyed and were often subdivided and recombined as part of these sales. Initially, these conveyances were almost exclusively between members of the community and involved small parcels of land. As an example, there was a sale from R. Williams to Wm. Seneca Viers in April, 1879 for 5 acres of "a Land called Mt. Pleasant lying on the public road leading to Edward's Ferry." Or a 2-acre wooded lot bought in 1898 by James and Alice Johnson from Charles Metzger. The old land patent designations continued to be used, as in the 1879 conveyance from W. Scott Beall to Wm. Seneca Viers for part (5.25 acres) of a tract called "Double Distilled Brandy." Beginning in the 1880s, the land sales seemed to indicate that new residents were moving in and buying substantial pieces of land, i.e., 200 acres more or less, as in the case of George Asttice, who, in 1885, bought 173 1/8 acres of "Corn Basket."

☐ There were many sales of land during the early 20th century. ☐ In 1919, Ralph Lunn purchased 259 acres+ in three tracts, which included parts of Corn Basket, Resurvey on Brandy, Double Distilled Brand and Bersheba. Between 1931 and 1941, many rights of way were obtained by the Potomac Edison and Chesapeake and Potomac

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Telephone companies. In 1949, Raymond and Claudia Snyder purchased 364 acres of land from the Federal Land Bank of Baltimore under the Federal Farm Loan Act. The land was part of William Seneca Viers property. In the 1950s, several parcels of land were acquired by the Bullis family. In 1978, these properties were sold to the Casey family, and later the Casey Foundation. The Stoney Springs property has been either unoccupied or used for agricultural purposes since that conveyance.

Figure 3-1. Section of the 1864 S. H. Brown Civil War Map of Montgomery County, Maryland and Vicinity Depicting Historic Residences See map 1

Figure 3-2. Section of the 1865 Martenet Map of Montgomery County, Maryland Depicting Historic Residences See Map 2

Figure 3-3. Section of the 1879 G.M. Hopkins Map of Montgomery County Maryland Depicting Historic Residences Including Those Within the Study Area. See Map 3

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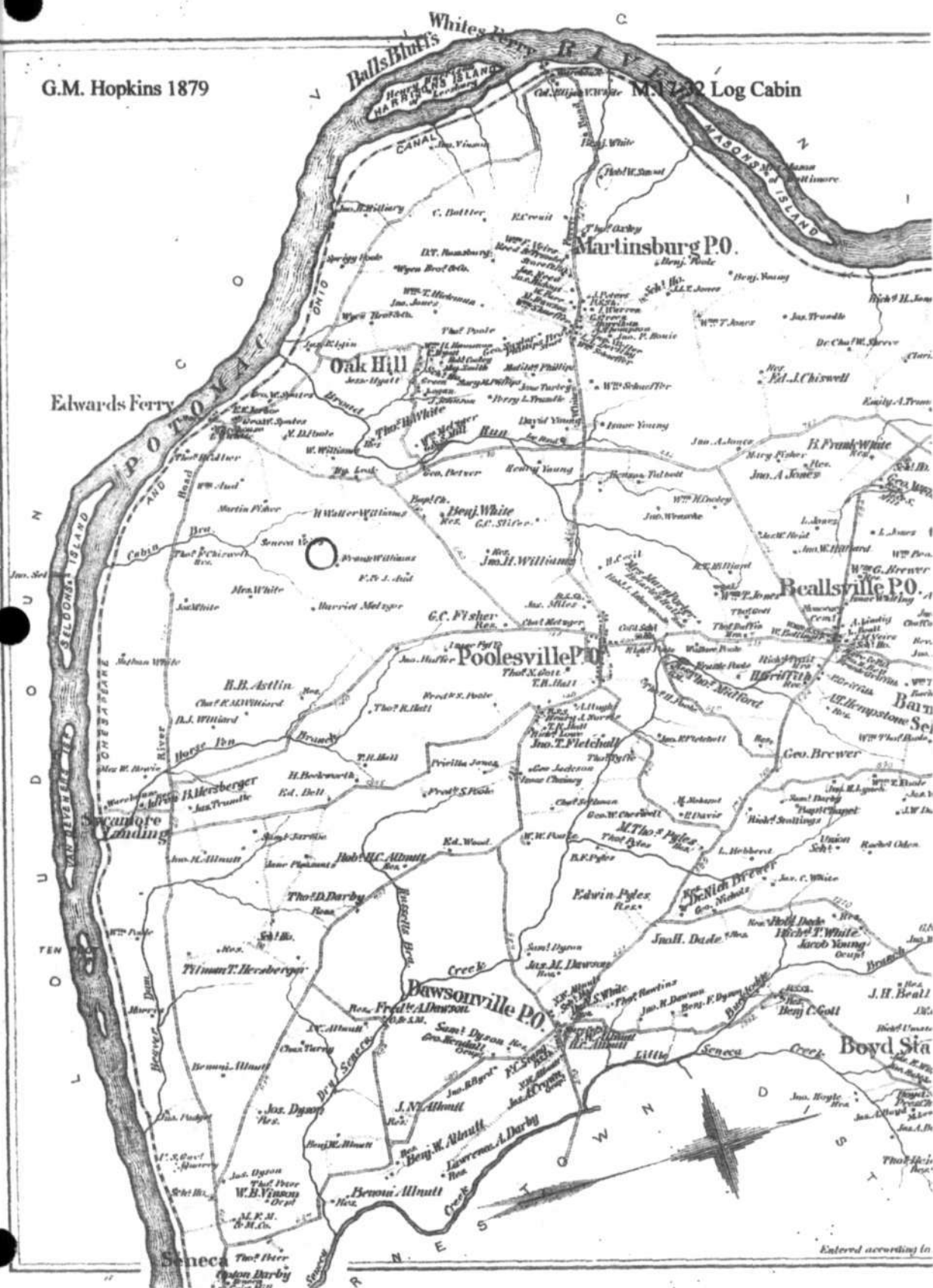
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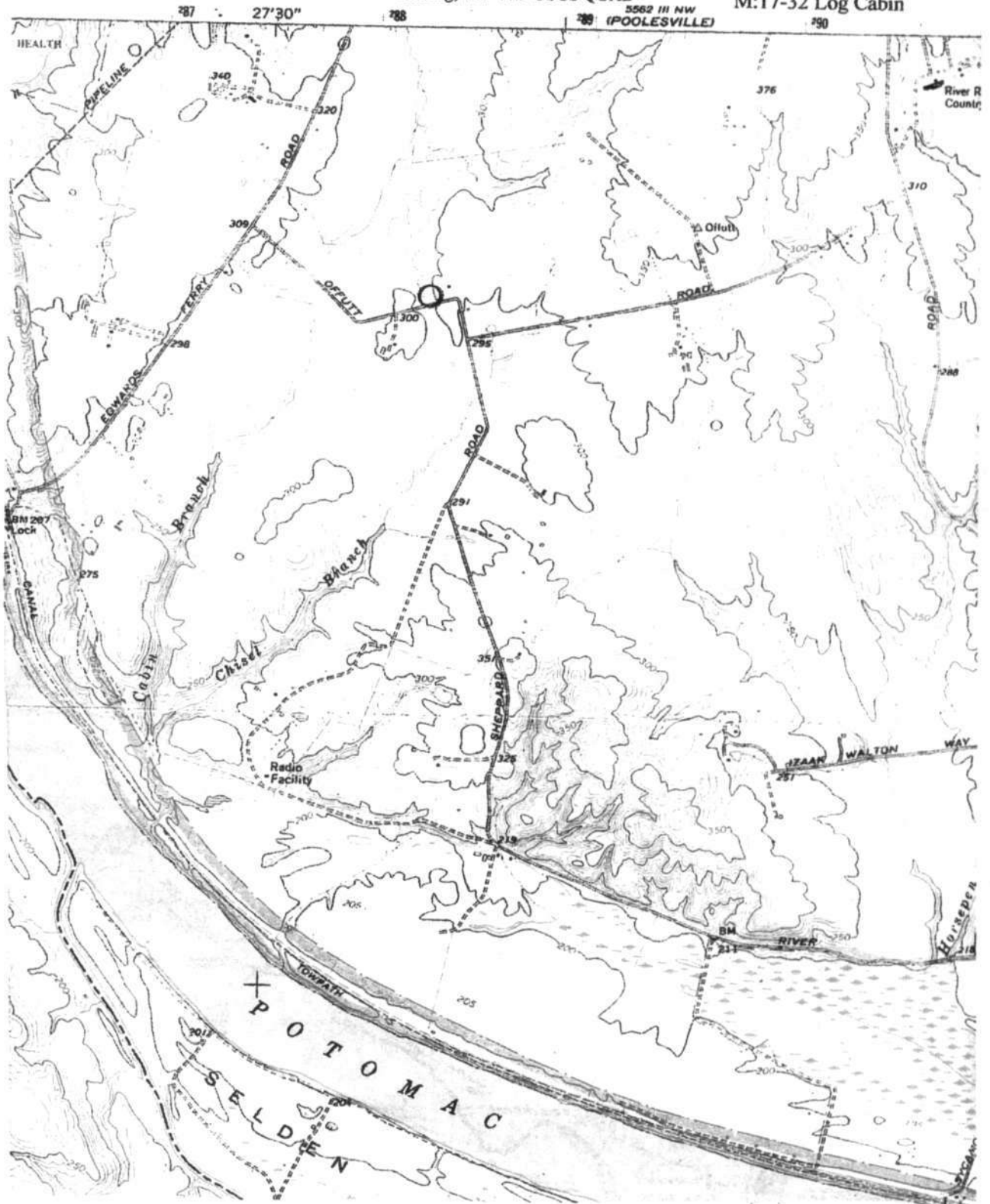
M:17-32

G.M. Hopkins 1879



Sterling, VA- MD USGS QUAD

M:17-32 Log Cabin



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Log Cabin (before stabilization)  
W. Offutt Rd.  
Poolesville  
Montgomery County  
Maryland

Bill Lebovich  
Photographer  
October 2005

- 1- south (main) facade
- 2- Gable, South (main) facade
- 3- South facade, east of door
- 4- East facade
- 5- East facade, looking south
- 6- Southeast corner
- 7- North (rear) facade
- 8- North facade, detail
- 9- North facade, detail
- 10- West facade
- 11- West facade roof and cornice
- 12- West facade, north of north window
- 13- Interior, front room, east wall
- 14- Interior, back room, northeast corner



M: 17-32

Log cabin

W. Offutt Rd

Potterville

Montgomery Co, MD

Bill Lebovich

October 2005

Maryland SHPO

(on CD)

South (main)

freeway,

before

stabilization

##1



MD: 17-32  
log cabin  
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(on Cb)  
Gable, South  
facade,  
before  
stabilization  
#2



M:17-32

log cabin

W. Offutt Rd

Poolesville

Montgomery Co, MD

Bill Lebovich

October 2005

Maryland SHAD

(on CS)

South facade,  
east of  
door,

before  
stabilization

#3



M:17-32

log cabin

W. off Rt 20

Parksville

Montgomery Co, MD

Bill Lebovich

October 2005

Maryland SHPO

(on (b))

East facade,

before  
stabilization

#4



M:17-32

log cabin

W. Offutt RD

Adelville

Montgomery Co, MD

Bill Leberich

October 2005

MD SHPO

(on CD)

East facade,

looking

South,

before

stabilization

#5



M: 17-32

log cabin

W. Offutt Rd

Poolerville

Montgomery Co., MD

Bill Lebarich

October 2005

Maryland SHPO

(on CD)

Southeast

corner,

before

Stabilization

#6



M:17-32

log cabin

W. Offutt Rd

Batesville

Montgomery Co., MD

Bill Lebovich

October 2005

Maryland State

(on CD)

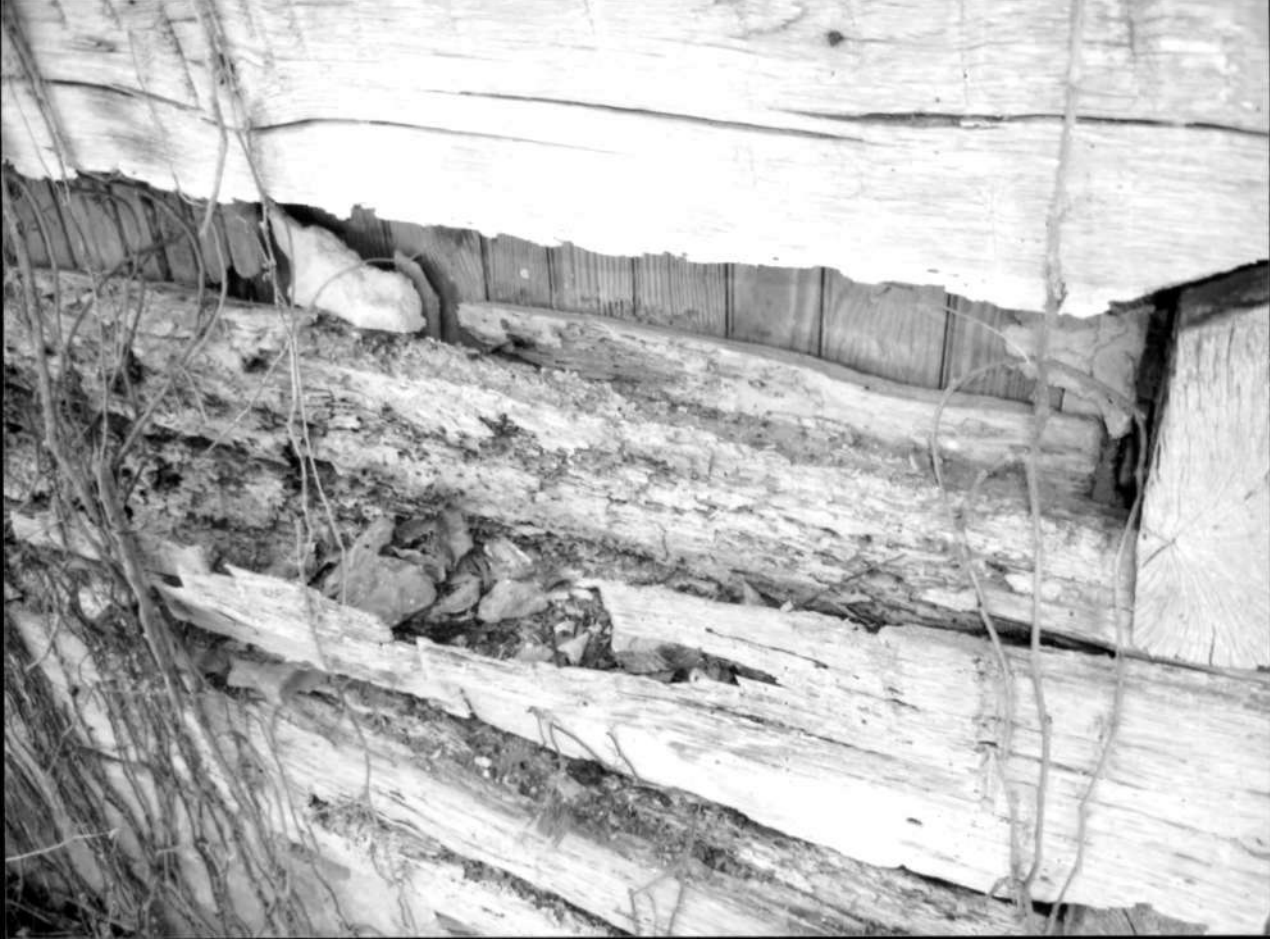
North (near)

facade,

before

stabilization

#7



M:17-32

log cabin

W. Offutt RD

Pooresville

Montgomery Co, MD

Bill Leberich

October 2005

North facade,

detail at

west side,

before

stabilization

~~15~~ 8



M:17-32

log cabin

W. Offutt RD

Poolesville

Montgomery Co., MD

Bill Leborich

October 2005

MARYLAND

SHOO

(on CB)

North facade,

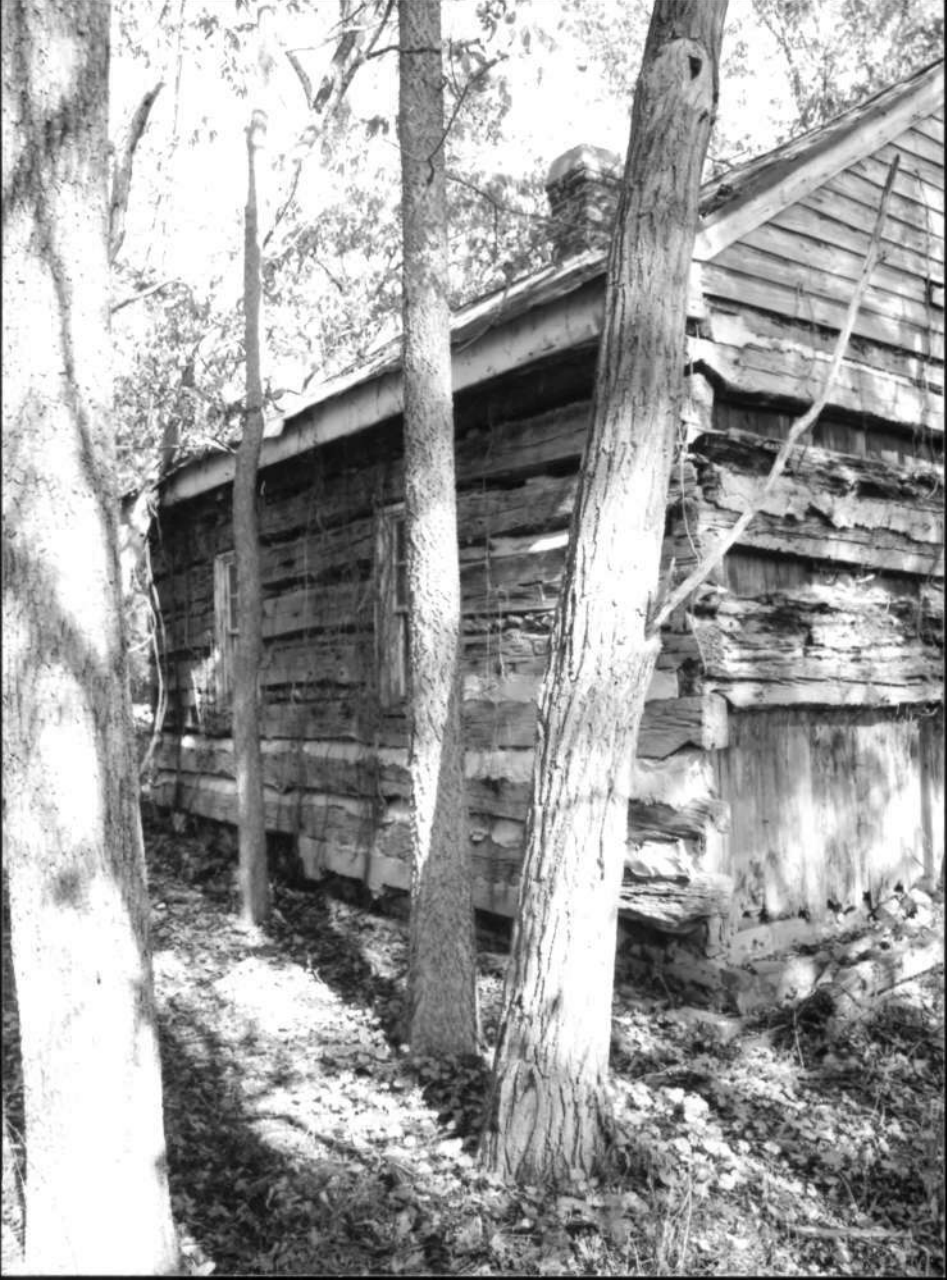
detail on

west side,

before

stabilization

#9



M117-32  
log cabin  
W. Offutt Rd  
Poolesville  
Montgomery Co,  
MD

Bill Lebovich  
October 2005  
Maryland  
SHPO  
(on CD)

West facade  
before  
stabilization  
#10



MD 17-32

log cabin

W. Offutt Rd

Poolesville

Montgomery Co,  
MD

Bill Lebowich

October 2005

Maryland SHPO

(on CD)

West facade,

roof and

cornice,

before

stabilization

# 11



MD 17-32

Log cabin  
W. Offutt Rd  
Poolesville  
Montgomery Co.,  
MD

Bill Lebarich

October 2005

Maryland  
SHPO

(on CD)

West facade,  
north of  
north  
windows,  
define  
stabilization

# 12



M817-32

log cabin

W. Offutt rd

Poolesville

Montgomery Co., MD

Bill Lebovick

October 2005

Maryland SHPO  
(on CD)

Interior,  
front room,  
east wall,

before

Stalibitine

# 13



MD: 17-32

Log cabin

W. Offutt Rd

Poolesville

Montgomery Co., MD

Bill Lebovich  
Met 2008  
Maryland SHPO

(on G)

Interior,  
back room,  
northeast  
corner,

before  
stabilization

#14

Index to Photographs

M: 17-32

Log Cabin (after stabilization)  
W. Offutt Rd.  
Poolesville  
Montgomery County  
Maryland

Bill Lebovich  
Photographer  
May 2006

- 1- Environmental view, looking northwest across field and Offutt Rd. at cabin behind trees (right corner of cabin barely visible)
- 2- Front (south) facade
- 3- Front and west facades
- 4- North (rear) facade
- 5- East facade
- 6- Interior, front room (east wall)
- 7- Interior, rear room (northeast corner)



M: 17-32

LOG CABIN

W. OFFUT RD

POOLESVILLE

Montgomery Co., MD

Bill LEBOVICH

May 2006

Maryland SHPO  
environmental view  
of log cabin  
setting, looking  
N.E. across  
field + road

#1



M: 17-32  
log cabin  
w. OFFICE Y2D  
POOLESVILLE  
Montgomery Co, MD  
Bill Lebovich  
May 2006  
Maryland SHPO  
front (south)  
facade,  
after  
stabilization  
#2



M: 17-32  
LOG CABIN  
W. OFFUTT RD  
POLESVILLE  
Montgomery Co., MD  
Bill LeDovich  
May 2006  
Maryland SHPO  
front + west  
sides, after  
stabilization  
#3



MS: 17-32

Log cabin

W. Offutt RD

Polesville

Montgomery Co., MD

Bill Lebovich

May 2006

North (rear)

<sup>facade</sup>  
after sterilization

#4



V1:17-32  
Log cabin  
W. OFFICE  
Pocksville  
Montgomery Co., MD  
Bill Leborich  
May 2006  
Md SHPO  
East facade,  
after  
stabilization  
#5



M: 17-32

Log cabin

W. Offutt Rd

Poolesville

Montgomery Co, MD

Bill Leberich

May 2006

Maryland SHPO

Interior,  
front room,  
(east wall)

#6



M:17-32  
Log Cabin  
W. Offutt Rd  
Poolsville  
Montgomery Co, MD  
Bill Leberich  
May 2006  
Maryland SHSO  
Interior,  
rear room,  
(northeast  
corner)

#7

## MARYLAND HISTORICAL TRUST

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Log Cabin-Offutt Road

**2 LOCATION**

STREET &amp; NUMBER

Offutt Road (at bend in road)

CITY, TOWN

Poolesville

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Montgomery

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☒ NO

## PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY**

(abandoned)

NAME

(separate parcel on tax map-may be part Telephone #:

STREET &amp; NUMBER of Bullis or Levitt holdings)

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

CITY, TOWN

Rockville

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

M:17-32

## CONDITION

☐ EXCELLENT  
☐ GOOD  
☐ FAIR

☒ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

## CHECK ONE

☐ UNALTERED  
☒ ALTERED

## CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is a log cabin that appears to be of more recent construction than most seen in the County. What is most unusual about it is that it has a gable-front facade, with a center window in the gable-end, and a fascia molding along the roof-line that flares into square end-boards. The gable-end itself is sheathed with clapboards, and the squared logs of the house are exposed. Most of the old stone and mortar chinking remains, and the logs are cut in the usual, V-notch manner. Apparently, the house used stoves instead of a fireplace.

Although the house probably dates from the late-1800's/early-1900's, it is notable due to its gable facade and central door that give it a Greek Revival appearance.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:17-32

# **8 SIGNIFICANCE**

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES	BUILDER/ARCHITECT
STATEMENT OF SIGNIFICANCE	

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

10/4/73

STREET &amp; NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

STATE

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



#17-32

NAME ? LOG CABIN

LOCATION OFFUTT Rd. & SHEPPARD Rd POOLESVILLE, Md

FACADE S

PHOTO TAKEN 10/4/73 MFD